(b) whether it is a fact that heavy metal scrap accounts for 4000-5000 Total Equivalent Unit of total arrivals and unavailability of railway
wagons to transport this scrap is adding to the port's troubles; and

(c) if so, the steps Government propose to take to ease the congestion at JNPT?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BALLU): (a) to (c) The pendency of heavy metal containers at Jawaharlal Nehru Port Trust (JNPT) including Nhava Sheva International Container Terminal (NSICT) is in the range of 1175 TEUs (Twenty Foot Equivalent Units) out of which rail bound pendency is around 1000 TEUs and remaining 175 are those to be delivered at local Container Freight Stations (CFS). The pendency is within control and is not likely to cause congestion. Volume of heavy metal scrap at JNPT is about 4000 TEUs per month. The recent rainfall in Mumbai and adjoining areas disrupted the rail operations and movement of containers to inland destinations were affected. The movement has now been restored and Railways have reported that there is no shortage of wagons to transport containers including scrap loaded containers. Government has appointed a task force to tackle the problems of congestion at JN Port which advises Port on issues relating to congestion.

Maintenance of NHs in NER

3248. SHRI S.S.AHLUWALIA: Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether National Highways (NHs) traversing through the North-Eastern India, in the particular, have been subjected to repair/maintenance at regular intervals;

(b) the details thereof, including the nature of work carried out on most occasions with particular reference to those carried out in National Highway-53;

(c) the number of bridges along NH-53 in the North-East, including present age of respective structure alongwith details of work for repair/ restoration and/or strengthening carried out, in any, in the last three years;

(d) whether any bridge suffered damage recently; and

(e) if so, the details thereof, including steps taken for its restoration to vehicular traffic?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Yes, Sir. The maintenance and repair of National Highways is a continuous process and is being done with in the available resources. The nature of work carried out includes routine maintenance, repair of the stretches damaged during rains and over and above periodical renewal works, to improve the riding surface. Improvement of riding quality in the form of Bituminous Macadam and Semi Dence Bituminous Concrete layers has been provided in the damaged stretches of NH-53 in a length of 57.50 kms during the last two years. This is in addition to the original works carried out on various stretches of this NH.

(c) There are 66 bridges on NH-53 at various locations, constructed as early as in 1970. The Border Roads Organization and Public Works Department Assam, who are responsible for developing and maintaining these bridges, have carried out repair work on these bridges, wherever and whenever necessary. No major repair/restoration and strengthening of bridges on this NH have been carried out during the last three years.

(d) and (e) Two bridges were damaged on NH-53 recently. One bridge has been replaced with a new bridge and the other one has been rehabilitated by the BRO.

Four-Laning of NH-5 in Orissa

3249. SHRI RUDRA NARAYAN PANY:
SHRI B.J. PANDA:

Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that construction of four-lane highway on the NH-5 in Orissa is moving at a snail's pace;

(b) whether Government are aware that the tardy pace of work is mainly on account of cancellation of contracts and legal battles etc. and

(c) if so, the action plan of Government to speed up construction of the highway project?